



Bristol Siddeley Olympus delivers **24,000-lb** thrust

Reheat version more than doubles power output of less than three years ago; demonstrates great potential of the Olympus design

This latest power increase marks yet another step forward in the development of the Bristol Siddeley Olympus.

Less than three years ago the Olympus Mk 101 entered RAF service as the powerplant of the Avro Vulcan, rated at 11,000 lb dry. The Mk 200, produces 16,000 lb dry; while today's Mk 201 selected for the improved Vulcan B Mk 2, develops 17,000 lb dry and 24,000 lb with Bristol Solar fully variable reheat.

Olympus design not only gives high power for low weight. As Vulcan performance clearly illustrates, it secures three further valuable advantages.

1. Great power at great height. The Olympus maintains a high cruising thrust for the Vulcan at altitudes above 50,000 ft.

2. Low fuel consumption. The Olympus gives the Vulcan immense flight duration. It has flown the Atlantic non-stop, from Farnborough to Toronto—3,566 miles—against the prevailing winds, at a point-to-point speed of well over 500 mph.

3. Reliability second to none. In a series of overseas flights, UK-based Vulcans have flown as far afield as the United States, Rhodesia, South America, and New Zealand to prearranged schedules. Such was the confidence in the Olympus, that on the great majority of these flights no provision was considered necessary for any engine spares whatsoever away from the aircraft's home base.

The handling characteristics of the Olympus have also received the highest praise. According to an official report, the Olympus "sets a standard of handling at altitude which has never been equalled by any other turbine engine."

But over and above its present performance, the Olympus holds even wider promise that takes in civil as well as military applications.

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